

INTIMATIONS

A. S. WATSON & CO., LTD.
ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.
BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

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A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.
The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. (Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRAZES. Codes: A.B.C. 5th Ed. Lieber. P.O. Box 24. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEXES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG SEPTEMBER 4TH, 1914.

It seems somewhat strange that so little has been heard either in praise or criticism of the act of the Government of the United States in passing a Bill to enable ships belonging to the belligerent Powers to obtain American registry. In adopting this Act the United States Government is, of course, looking to the protection of its own trade, for but a very small proportion of America's overseas commerce is carried in American bottoms. We have heard, however, of no great rush on the part of the shipowners of belligerent States to effect the change of flag, but the surprising thing is the silence of the Powers on the subject, because this new legislation would seem to be in complete disregard of the provisions of the Declaration of London on the subject, if we may base an opinion upon the wording to the news telegraphed on the subject. The telegram told us that "President Wilson and the leaders of Congress have agreed to a Bill permitting foreign ships to take American registry during the European crisis." Article 56 of the Declaration of London (which was signed by the United States as well as by Germany, Austro-Hungary, Great Britain and France) affirms that the transfer of an enemy vessel to a neutral flag, effected after the outbreak of hostilities, is void unless it is proved that such transfer was not made in order to evade the consequences to

which an enemy vessel, as such, is exposed. And this Article of the Declaration goes on to say that there is an absolute presumption that a transfer is void—(1) if the transfer has been made during a voyage or in a blockaded port; (2) if a right to repurchase or recover the vessel is reserved to the vendor; and (3) if the requirements of the municipal law governing the right to fly the flag under which the vessel is sailing have not been fulfilled. The new American law to facilitate the transfer of foreign ships to the American flag is manifestly in direct conflict with those provisions in so far as the ships of belligerent States are concerned unless there is an absolute change of ownership. This seems to be what is contemplated by the new Act of Congress if we may judge from a cable sent by the State Department at Washington to the Governor-General of the Philippines giving certain instructions in regard to the subject. The cable mentioned that proof is required from the foreign Consul whose flag the ship bore that he had been advised by the owners of the sale of the ship to Americans, and the local authority was requested to cable promptly, for the information of the Department of Commerce, the name of each ship transferred in this manner, giving the name of former and new owners, and "for the violation of law involved in such vessels importing cargoes into the United States prior to obtaining full American registry in an American port." The owners were required to seek immunity from the Treasury Department. It is clear that if the Declaration of London is to be acknowledged as the international law on the subject the transfer can only be made by absolute sale without reservation of a right to repurchase or recover the vessel. To permit foreign ships to take American registry "during the European crisis" only would be to openly disregard an international agreement which is scarcely five years old. And the fact that we have heard of no protest from any Power or of a refusal by any Power to recognise such transfers, rather suggests that the telegrams have given to the Act a wider interpretation than can rightly be given to it.

The attention of firms concerned in shipments of cargo on board German and Austrian steamers en route to or from Hongkong, and not having their destination on page 4.

We note that a Special Police Force has been organized in Peking for the protection of the various Legations. It is announced that the force is stationed at the Temple of Agriculture and as soon as a request is received from the Legations it will be transferred to the legation quarters.

We have been asked by the Colonial Secretary to state that any European desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Headquarters Office, at least 48 hours before the intended hour of departure, giving name, age, sex, height, complexion and occupation of the applicant and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave.

Discussing the *Kumagata-maru* affair, the *Calcutta Englishman* says:—"The problem of Indian emigration will never be solved by the petty pinpricks on which Gurdit Singh seems to delight in wasting his money. It is a matter for settlement on broad imperial lines and the sooner the Imperial Government appoints a Commission representing all the self-governing colonies and the native races concerned to consider it and to try to arrive at some policy acceptable to all the better."

The *World Traveller de Luxe*, published at San Francisco in the interests of travel, contains a lengthy article by Mr. W. C. Bunker on the Sun-ning Railway, which is described as "the only strictly Chinese railway in the world, financed, constructed, managed and operated entirely by natives of South China, many of them graduate engineers from American universities, and pronounced by the truly most efficient missionaries of western civilisation that ever crossed the Pacific." In the course of the article it is stated that the steamer *Perkin* of the Pacific Mail fleet "carried the first cargo and passenger list handled by the Sun-ning Railway, and waybilled through from Sun-ning City to San Francisco, thereby establishing a new and direct route from South China to the United States."

THE HONGKONG TRAMWAY CO., LIMITED.

The following are the Company's figures for the week ending August 29th:
Receipts.....\$9,752
Decrease compared with corresponding week last year \$4,156
Aggregate to date:—
No. of weeks.....35
Total.....\$408,795
Increase to date.....\$54,306

THE WAR.

(THROUGH REUTERS' AGENCY.)

JAPANESE OPERATIONS AT KIAOCHAU.

SEVEN ISLANDS OCCUPIED AND 1,000 MINES REMOVED.

LONDON, September 2nd. 12 p.m.

The Japanese have occupied seven islands at Kiaochau, and have already removed a thousand submarine mines.

THE GREAT BATTLE.

FRENCH GOVERNMENT TRANSFERS TO BORDEAUX.

"PARIS BECOMING THE PIVOT OF OPERATIONS."

LONDON, September 3rd. 4.35 a.m.

The French Government has transferred to Bordeaux.

A Proclamation issued by the French Government explains that the decision to transfer is based purely upon military reasons, because Paris is becoming the pivot of operations. Though the city may not necessarily be the immediate object of attack, and such attack seems unlikely, the armies will be manœuvring round it. The Government therefore deemed the transfer prudent in order to be free to exercise its authority throughout the country.

LONDON, September 3rd. 10.50 a.m.

President Poincaré has left Paris for Bordeaux.

BRITISH TROOPS CAPTURE TEN GUNS.

LONDON, September 2nd. 7.10 p.m.

An official communiqué issued at Paris yesterday states that a German Cavalry Corps marched on the Forest of Compiègne and were engaged by the British who captured ten guns. Another German Cavalry Corps advanced on the line Soissons-Anizy-le-Chateau. The enemy has shown no activity at Reims nor in the Meuse district.

[Compiègne lies about fifty miles to the North of Paris. The forest is 20,000 acres, surrounding the palace. Soissons is situated about twenty miles east of Compiègne, and Anizy-le-Chateau is about twenty miles to the N.E. of Soissons.]

FIGHTING PROGRESSING ALONG THE WHOLE LINE.

LONDON, September 3rd. 2.20 a.m.

The Official Press Bureau, confirming the report of the capture of ten German guns by the British, says that the British pushed back the enemy, and that fighting is progressing along almost the whole line.

CROWN PRINCE'S ARMY BEATEN.

LONDON, September 2nd. 5.50 p.m.

Monday's official communiqué issued at Paris are coming through, but the only fresh news so far is that "We beat the Crown Prince's Army in the regions of Spincourt and Longuyon."

THE RUSSIAN ADVANCE.

A RUSSIAN REVERSE IN EAST PRUSSIA.

LONDON, September 2nd. 2.20 p.m.

The Russian Staff announces that the Germans in East Prussia were suddenly reinforced, and inflicted a reverse on the Russians. It was, however, purely a local engagement, in which the Russians were outnumbered, and was due to the arrival of the German siege-guns. Russian reinforcements have arrived.

FURTHER DETAILS OF THE DEFEAT OF THE 15TH AUSTRIAN DIVISION.

LONDON, September 2nd. 5.10 p.m.

A further communiqué issued at Petrograd says the Russians have defeated the Fifteenth Austrian Division at Zlocow, east of Lemberg, capturing 100 officers, 4,000 men and 20 guns, and the standard of the Sixty-fifth Austrian Regiment. The Austrian Commander was killed.

GREAT RUSSIAN VICTORY NEAR LEMBERG.

LONDON, September 3rd. 5 a.m.

An official announcement issued at Petrograd states that the battle ten miles from Lemberg concluded yesterday. The Russians defeated three Austrian Army Corps, captured 150 guns, and inflicted enormous losses on the enemy.

KOENIGSBERG SURROUNDED BY RUSSIANS.

LONDON, September 3rd. 2.20 a.m.

The Russians have invested Königsberg.

(THROUGH REUTERS' AGENCY.)

IRELAND'S ENTHUSIASTIC SUPPORT.

LONDON, September 3rd. 2.20 a.m.

At a patriotic meeting held at Cork, attended by the prominent persons of all parties, even extremists, a resolution was passed assuring the Government that Ireland would assist them to the utmost. Speakers urged every man to enlist.

CONGRATULATIONS ON THE SEIZURE OF TOGOLAND.

LONDON, September 2nd. 8.30 p.m.

The Colonial Secretary (the Right Hon. Lewis Harcourt) has telegraphed the Government's congratulations on the operations on the occasion of the seizure of German Togoland, and his high appreciation of the excellent conduct, skill, and dash of the Allied Forces.

A HEAVY BLOW.

The expected typhoon fortunately did not develop into anything more serious than a heavy blow and a downpour of rain which lasted more or less throughout yesterday. The storm, however, proved a hindrance to many, more especially Kowloon residents, for owing to its severity and the general feeling that anything might happen, harbour traffic, including the ferry, was held up for several hours. The Star Ferry boats stopped running soon after 8 a.m., thus preventing a large number of business people, military and other from proceeding to Hongkong. The ferry resumed about 2.30 p.m. No serious damage is reported in consequence of the storm. Big waves breaking over the Praya in the West Point and Kennedy Town districts caused the suspension of the electric tram service in this part of the town for some hours in the morning. The new Star Ferry wharf at Kowloon felt the full force of the storm, but was not damaged. The waves which broke over the sea wall, however, washed out a portion of the roadway in front of the ferry station, and a bamboo jetty situated between the old Star Ferry wharf and the Kowloon Godown Company's wharf was swept away. The waves also swept the old Star Ferry wharf, but no timber was dislodged. On the new Star Ferry wharf there was only one incident to record. The gangway for Asiatics which was supported from the water by a pulley-block, suddenly dropped owing to the snapping of the cranks. This occurred at 10.30 a.m., when the storm was at its height.

There were a few adventurous Chinese who braved the elements in small boats but apart from the temporary thrill to spectators—and doubtless to those aboard—no accidents occurred.

THE LOSS OF THE "GLENFARG."

NAVAL COURT OF ENQUIRY.

A Naval Court of Enquiry was held at the British Consulate at Nagasaki on the 17th ult., reports the *Nagasaki Press*, to investigate the circumstances which attended the wreck and total loss of the British s.s. *Glenfarg*. Mr. G. P. Paton, Acting Consul, was President of the Court and the members were Mr. W. Davison, Master of the s.s. *Empress of Russia*, and Mr. W. J. Davis, Master of the s.s. *Santana*.

The *Glenfarg*, which was a steel vessel of 3,647 tons gross register, of the Port of Glasgow, sailed from Moji on the 13th of August, at 6.30 p.m., for Wosung, with a cargo of sleepers. At 7 a.m. the next morning the ship struck a submerged rock near the Goto Islands, and sank at 8.52 a.m.

Evidence was given before the Court by the Master (Mr. E. E. Williams), the Chief and Third Officers, the Chief and Second Engineers, and two Quarter-masters of the *Glenfarg*.

It was stated that the weather was fine and there was a smooth sea. At 6 a.m. on the 14th, Shirose Light was observed bearing S. 56W., and the Master, being on deck, altered the course to S. 60W., and again at 6.15 a.m. to S. 57W. At 6.30 a.m. the course was altered to S. 70W., with the object of passing one mile distant from Shirose Light and striking a point five miles north of North Saddle Light. At 7 a.m., with Shirose bearing South by East, distant one mile, the ship struck a submerged rock. The engines were put full speed astern and the Master, finding that the ship was filling quickly, made several attempts to beach the vessel but without success. He then turned the vessel towards Shirose with a view to beaching her there, but could find no place to do so, so he placed her against the rocks at Shirose, hoping that she would rest on something before being totally submerged. The vessel was now going down rapidly by the head and soon became unmanageable, the propeller being out of the water. At about a quarter to eight the vessel listed heavily to starboard and it was decided to abandon her. The boats pulled off and stood by. At 8.52 the steamer turned gradually to starboard and disappeared. The Japanese steamer *Tawata Maru*, which was passing at the time, took the crew on board and landed them at Nagasaki.

The evidence showed that bearings had been taken to verify the position of the vessel just before she struck and it was clear to the Court that the vessel was about one mile distant from Shirose Light.

The finding of the Court was as follows:—
That the vessel must have struck a submerged obstacle, about one mile N. by W. of Shirose Lighthouse.
That the Master was steering the usual course and appears to have navigated his vessel in a seamanlike and proper manner. He is accordingly exonerated from blame.
That the officers and crew appear to have conducted themselves properly and given every assistance.

That the attention of the proper authorities should be drawn to the position of the submerged danger to navigation.
That the expenses of the Court, fixed at £6 6d., shall be paid by the Master, on whose application the court was held.
Dated at Nagasaki this Nineteenth day of August, 1914.

Signed—
G. P. PATON,
Acting Consul.
W. DAVISON,
Master, *Empress of Russia*.
W. J. DAVIS,
Master, *Santana*.

THE PRICE OF JAVA SUGAR.

A Sourabaya correspondent wrote to the *Strait Times* on August 20th as follows:—

Widespread stagnation prevails in the local markets in all products but sugar, this product alone now fetching ready buyers at daily advancing prices. The sugar market is exceptionally lively and prices have risen in the last few days to abnormal heights. Commencing at a level of fl. 9.25 for Nos. 16 and 20, and fl. 10.25 for superior quality, the prices for both qualities have, at the time of writing, leapt between 20 to 40 per cent. higher, with purchasers still active. The cause of this speedy rise in prices has to be laid at the doors of a firm who, acting for their European principals, commenced laying in an enormous stock, the extent of which can be gauged by the fact that up to the present they have succeeded in buying in over a million piculs. This firm is not, however, alone in the purchase of sugar. A Chinese firm have just made their appearance on behalf of the Japanese market and have so far bought in "ready sugars" to the total of 220,000 piculs. The Japanese steamers *Itaka Maru* and *Danri Maru* are being loaded with as much sugar as they can carry for Japanese ports. Chinese holders of sugar have hauled in enormous profits recently, whilst one Chinese sugar merchant in a well-known mid-Java port is reported to have made a profit running very close on nine figures between sunrise and noon.

TRADE IN THE HIGHWAYS OF THE AIR.

Students of aircraft, says the *British Trade Review*, have from the first taken their profession (for it has become an important profession) very seriously. Notwithstanding accident, wreckage, and piteous deaths, the struggle with the elements still goes on. Aviators have wonderfully improved the means of aerial progress, and aeroplane engines are already of skilful mechanism with the promise of balance and control in the armament. The arrangements for the race from London to Manchester were sufficiently careful to prove that the competition was something more than a mere jaunt. Huge white arrows pointing the way into the gigantic water-tower of the Westinghouse Engineering Works in Trafford Park acted as one of the landmarks. The machines were supplied with official figures, so that the spectators should be able to ascertain by whom they were piloted, and altogether there was some earnest purpose about the meeting. But it did not indicate the latest steps that have been taken to show that aviation is no mere pastime. By the tribunal of the Seine it has been decided that the owner of the land near the hippodrome is entitled to damages from any flight the pupils may make to his detriment, but that the owner may no longer claim possession of the infinite height of air above his land, though the right of the purpose of damages shall only extend to the highest building or trees. Above that height the air is to be considered free for aeroplanes, but not without a whimsical penalty. Much opposition, on the introduction of English railways, had to be faced because many people were convinced that the shrieking howling fiends called locomotives would so frighten the cattle in the fields that they would refuse to give milk! In the new law regulating the traffic of the aerial highways the frightening of horses and partridges off the land by the roaring of aeroplanes will be considered a just cause of action. Practically it is enacted that the private owner has no right to the air above him, though responsible for any damage done in it; that the State owns the height of free air and can dictate for foreign aircraft. There may be unheard of possibilities of traffic for pleasure and trade in the highways of the air, and the time may come when the sky is gridironed with routes like an Ordnance map.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

A PUBLIC MEETING held at the CHAMBER OF COMMERCE Rooms on the 2nd inst., a Committee was appointed consisting of the following Gentlemen:

Mr. A. H. BAZLOW,
Mr. C. P. HAY,
Mr. P. H. HOLYOAK,
Mr. R. SUTHERLAND,
Mr. W. M. HUMPHREYS.

to consider the question of taking steps for the protection of the interests of those concerned in respect of Cargo on board German and Austrian steamers en route to and from Hongkong.

Firms concerned in such shipments (not hypocreted to one of the local Banks) are invited to furnish particulars of same to the undersigned.

The necessary forms will be shipped on application.

G. C. MOKON,
Secretary German and Austrian
Steamers Cargo Committee,
5, Queen's Building,
Hongkong, 4th September, 1914. [1105]



MONITION TO SHOW CAUSE WHY
SHIP AND GOODS SHALL NOT
BE CONDEMNED.

IN THE SUPREME COURT OF
HONGKONG IN PRIZE.

N. 4.

THE S.S. "FRISIA," H. ROHDE,
MASTER.

GEORGE V., by the Grace of God of
the United Kingdom of Great
Britain and Ireland and of the Dominions
under the Seas, King, Defender of the
Faith, Emperor of India.

To the Marshal of Our Supreme Court
of Hongkong in Prize and to all and
singular his substitutes, Greeting:

WHEREAS the ship "FRISIA," H.
Rohde, Master, and the goods, wares
and merchandise laden therein have been
seized and taken as prize by Our Ship of
War "TRIUMPH," Maurice Swynfen Fitz-
Maurice, Commander, and brought to
Hongkong, and a cause has been instituted
in Our Office of Admiralty against the said
ship, her tackle, apparel and furniture,
and the goods and wares, and merchandise

WE therefore command you that by
affixing these presents upon the Notice
Board at the Courts of Justice and by
leaving affixed a true copy thereof you
monish and cite all persons who have or
claim to have any right, title or interest
in the said ship, her tackle, apparel and
furniture and the goods, wares and mer-
chandise laden therein to enter an appear-
ance in the Registry of Our said Court
within 20 days after service of these
presents and thereon to show cause why
the said ship, her tackle, apparel and
furniture and the said goods, wares and
merchandise should not be pronounced to
have belonged at the time of the capture
and seizure thereof to Our enemies and
as such or otherwise liable to confiscation
and to be condemned as good and lawful
prize and as droits and perquisites of
Us in Our Office of Admiralty.

WE further command you to warn by
the means aforesaid all the said persons
that if they do not enter an appearance
as aforesaid the Judge of Our said Court
will proceed to adjudication on the said
capture and make such order therein as
to him shall seem right.

GIVEN at Victoria, Hongkong, in Our
said Court under the Seal thereof this
2nd day of September, 1914.

[L.S.] (Signed) G. H. WAKEMAN,
Registrar.

This Monition was served by me, J. W.
LEE-JONES, Marshal, by affixing the same
and leaving a copy in its place as therein
provided on WEDNESDAY, the 2nd day
of September, 1914.

(Signed) J. W. LEE-JONES,
Marshal.

This Monition is taken out by the
Crown Solicitor on behalf of His Majesty
in His Office of Admiralty. [1104]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"
Arrived Hongkong on 2nd Sept., 1914,
FROM ANTWERP, LONDON, MALTA
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Co.'s Godowns at Kowloon, where each Consign-
ment will be sorted out Mark by Mark and
delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared within 6 days including
date of arrival will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's Surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS
and THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godown.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd Sept., 1914. [1]

INTIMATIONS

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE
DOLLAR (\$1) per Share for the Six
Months ending 30th June, 1914, will be Payable
on MONDAY, the 7th September, 1914, on
which date Dividend Warrants may be obtained
at the Company's Office.

THE TRANSFER BOOKS of the Company
will be CLOSED from FRIDAY, the 4th
September, to MONDAY, the 7th September,
both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 1st September, 1914. [1098]

NOTICE.

THE Interest and Responsibility of Mr. F.
J. V. JORGE in our Firm CEASED
from this date.

JORGE & Co.
Hongkong, 1st September, 1914. [1100]

NOTICE.

WE HAVE Opened a Branch in Canton,
and Mr. G. E. HUYGEN has been
authorized to Sign our Firm from 1st
September.

W. A. HANNIBAL & Co.
Hongkong, 31st August, 1914. [1090]

ST. STEPHEN'S COLLEGE.

DUTIES will be RESUMED WEDNES-
DAY, September 8th.

Entrance and Special Examinations TUES-
DAY, September 8th, at 9 A.M.

Prospectus on application to—
THE WARDEN.
Hongkong, 1st September, 1914. [1093]

HONGKONG SHORTHAND
AND TYPEWRITING
BUREAU.

WE are prepared to conclude Contracts
for Perpetual Work.
We Guarantee our Qualifications, but ask our
Price, which is standard and reasonable.
Bring us up and come to an arrangement
before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vœux Road Central
(First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. [1710]

TO THE MEDICAL PROFESSION.

MISS MORITA CERTIFICATED
MASSEUSE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [892]

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-
chants, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Casts
Importers, General Storekeepers and Ship-
handlers. Nos. 35 and 37, HING LOONG
TRADING (2nd St. West of Central Market).
Telephone No. 515. [45]

TO LET

TO LET

From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55.
The premises now in the occupation of
the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th August, 1914. [1017]

TO LET.

RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON &
HARSTON,
Hongkong, 3rd September, 1914. [1101]

TO LET.

NO. 4, CLIFTON GARDENS (17,
Conduit Road).

GODOWN, 98, Wanchai Road,
GODOWN, No. 4, New Praya, Kennedy
Town.

Apply—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [1061]

TO LET.

NO. 7, KNUSTFORD TERRACE,
Kowloon.

Apply—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [1091]

QUEEN'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.

Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [888]

TO LET.

TOP FLAT, Humphrey's Buildings,
Kowloon. Immediate occupation if
desired.

"ABERTHOLWYN," Peak Road. Six-
Roomed House, completely furnished.
Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.

Hongkong, 29th August, 1914. [1033]

INTERNATIONS

LANE,
CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONE 1741.

A NEW STOCK OF "OAKMORE"
MARCHING
BOOTS

IN BLACK AND BROWN ENGLISH LEATHER.

THE LARGEST SELECTION

OF
BOOTS

AND

SHOES

IN THE COLONY.

THE LATEST

ENGLISH AND AMERICAN

SHAPES.

From \$10.00 to \$15.00

per pair.



LANE, CRAWFORD & CO.

INDO-CHINA BRICKS, TILES, PIPES
COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETH & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

TO LET

TO LET.

FLATS, "WILDELL," No. 147, Wanchai
Road, newly built, each Flat with 3 Rooms,
Kitchen, Bathroom and Servants' Quarters.

"THE NEUK," No. 83, Peak
Apply to—
SANG KEE
Care of COMPTON DEPARTMENT,
HONGKONG AND SHANGHAI BANKING
CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View
of Harbour. Newly painted and repaired.
For further particulars, apply to—
H. M. H. NEMAZEE,
Hongkong, 24th July, 1914. [868]

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Hongkong, 8th July, 1914. [915]

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Hongkong, 28th August, 1914. [1058]

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P. A. XAVIER,
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Hongkong, 11th July, 1914. [930]

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Hongkong, 8th July, 1914. [923]

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Hongkong, 29th August, 1914. [1087]

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GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [859]

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G. VERMEY, Manager.
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [72]

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A. R. LINTON,
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Hongkong, 10th July, 1914. [149]

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WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494]

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K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [848]

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For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Cargo
ex S.S. "PRINCESS ALICE,"
having been transferred and arrived per S.S.
"NILE" from Manila, Consignees of Cargo are
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tion of Opium, Treasure and Valuable, have been
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Ltd.,
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inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

MELCHERS & Co.
Hongkong, 4th Sept., 1914. [1103]

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COMPAGNIE DES MESSAGERIES
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NOTICE.

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before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 7th inst., at Noon, will be subject to rent
and landing charges.

All Claims must be sent in to me on or before
the 10th inst., or they will not be
recognized.

All damaged packages will be examined on
the 7th inst., at 10 A.M.
No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 1st September, 1914. [72]

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Hongkong, 1st September, 1914. [1095]

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THE TRUTH ABOUT GERMANY.

The following article is taken from a recent issue of the *Peking Gazette*. We reproduced in our last issue a pamphlet which is being industriously circulated among Chinese and foreigners in Peking—by someone who discreetly conceals his identity—under the title of "Truth About England." It is unnecessary to state that the pamphlet was reproduced in our columns solely for the purpose of enlightening the community concerning the insidious and slanderous campaign which is now being conducted against Germany's foes in the Far East. The pamphlet (with the exception of the supplementary portion dealing with the Japanese Ultimatum to Germany regarding Tsingtau) was printed in unmistakably German type, and circulated through the Chinese Post in envelopes of which the address was typewritten. The columns with which it abounds are so obvious that we do not propose to waste any space in refuting them. But while an effusion of this kind will undoubtedly be treated with the contempt it deserves by those acquainted with the outlines of European history during the past thirty or forty years, its circulation among ill-informed Asiatics may conceivably be productive of serious results, and it seems desirable that efforts should be made by the responsible authorities, foreign and Chinese, to put an immediate stop to a campaign which, if pursued, may lead to extremely unpleasant consequences. For the British communities in the Far East cannot be expected to tolerate the distribution of "literature" of this kind broadcast among the Chinese.

While we are strongly opposed to any unnecessary display of passion in British newspapers published in China during the conflict which is now in progress, we must confess to finding it difficult to write with restraint regarding the news which is now coming to hand from British and German sources in Europe. In less than three weeks, Germany has not only torn up treaties upon which the peace of Europe has depended for many years, but has wantonly violated those rules of warfare to which she has again and again solemnly pledged herself in company with the other great Powers. So reckless has she been regarding her obligations as a civilized Power that it is scarcely an exaggeration to say that the entire civilized world is now actively or passively ranged against her. For even the States which at present remain neutral cannot afford to allow Germany to retain her position in Europe by methods such as she has deliberately employed since the outbreak of hostilities. When, recently, messages came through describing alleged brutalities on the part of German troops to the civilian population in Belgium and

Alsace-Lorraine, we classed them among those charges which are invariably made by belligerents against each other from time to time, and we are still reluctant to believe such a report as the issue of orders for the massacre of Belgian civilians of both sexes by a responsible German commander. But certain serious breaches of international law have now been definitely established against the German authorities, and other no less serious charges have been brought against them. First, as to the violation of treaties; Prussia in 1831 was among the Powers which solemnly guaranteed the perpetual neutrality of Belgium. That Treaty has always been regarded as a fundamental principle of British policy on the continent, and to uphold it the Gladstone Administration of 1870 was prepared to go to war with either of the belligerents. Again, in 1867, Prussia was among the Powers which guaranteed the perpetual neutrality of Luxembourg, a guarantee which she repudiated before her formal declaration of war upon France. Not only did Germany specifically guarantee the neutrality of Belgium and Luxembourg, but as a signatory of Convention V. of the Final Act of the Second Hague Conference of 1907 she accepted the stipulation that "the territory of neutral Powers is inviolable." The only defence which we have ever heard of the forcible occupation of Belgium and Luxembourg is that the German General Staff was convinced that France contemplated an invasion of Germany through neutral territory. The French General Staff may have worked out plans for operations in Belgium, Switzerland and other countries, but the alacrity with which the French Government complied with Sir Edward Grey's request to respect Belgian neutrality effectually disposes of the allegation that Germany was compelled to repudiate her solemn obligations in order to forestall the French. Whatever may be said to the contrary, no reasonable man can believe that Belgium would have submitted any more readily to a French than to a German invasion. By allowing either belligerent to transport troops through her territory she would have deliberately made herself the battleground of Europe, incurred reprisals and jeopardized her very existence as an independent State.

The immediate result of German violation of Belgium's neutrality was that the Belgian Government decided to oppose the German invasion, and to appeal to other signatories of the 1831 Treaty for assistance. Not only was Belgium within her rights in so doing, but paradoxical as it may seem, she was bound to use force, if necessary, to prevent belligerents from occupying any part of her territory, if she desired to remain neutral. In other words, in order to remain a neutral she had to play the part of a belligerent. The success with which that part has been played is now a matter of history. For three weeks the small Belgian forces and the forts of Liege and Namur have held the German army in check, to such effect that even now the German forces have not reached the Franco-Belgian border. War was forced upon Belgium against her will, solely to suit German strategy, and thousands of Belgian men (and many women) have laid down their lives in heroic efforts to prevent the occupation of their native land by the Kaiser's forces. And because Belgium, reluctantly forced to defend herself, did so with such remarkable courage and resource, Germany has flung the

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principles of international law to the winds, and reverted to mediaeval methods of warfare. We were told some weeks ago that after their first repulse at Liege the Germans threatened reprisals. We have now learnt from British and German sources the form those reprisals are taking. On Brussels, an unfortified town, which the Germans have now occupied, they have imposed a war contribution of 28,000,000, i.e., an imposition of more than £10 per head of the entire population. A war contribution of 22,000,000 has also been levied on Liege. It is best, perhaps, not to speculate as to the threats by which these monstrous demands were accompanied. We are only concerned to prove that the attempt to levy these contributions is another flagrant violation of international law. Germany, as already stated, was one of the signatories of the Final Act of the Second Hague Conference. We translate below three Articles from Convention IV. of this Act:

Art. 48.—If the occupier levies, in the occupied territory, taxes, duties, and contributions for the profit of the State, he shall do so, as far as possible, according to the rules of assessment and distribution in force, and he shall incur the obligation to furnish expenses for the administration of the occupied territory on the scale provided by the legal Government.

Art. 49.—If, in addition to the imposts referred to in the previous article, the occupier levies other contributions in money in the occupied territory, these can only be for the needs of the army, or the administration of the territory.

Art. 50.—No collective punishment, pecuniary or otherwise, can be decreed against the population by reason of individual acts for which they cannot be considered collectively responsible.

These articles, in our opinion, make it clear that the levy of vindictive indemnities from occupied towns is no longer a lawful procedure in time of war. So much for Germany's reprisals in Belgium, reprisals for which she in turn will undoubtedly have to pay dearly when the day of reckoning arrives. We turn now to the question of the sowing of submarine mines. The restrictions applying to this practice are set forth in Convention VIII. of the Second Hague Conference. We will not weary our readers by quoting this Convention at length, but merely summarize its salient points. The Convention forbids the use of unmoored contact mines unless they are so constructed as to become innocuous within an hour of being dropped; it forbids the use of moored contact mines which do not become innocuous as soon as they have broken loose; it forbids the placing of automatic contact mines before the coasts and ports of any enemy with the sole object of intercepting commercial navigation; and it binds the signatories, when using moored automatic contact mines to take all possible precautions to ensure the safety of pacific navigation. In a semi-official telegram published yesterday it was announced that according to a statement of the British Admiralty the Germans are "continuing the practice of scattering mines indiscriminately upon the ordinary trade routes." In confirmation of this statement comes the news that the Danish steamers *Tarland* and *Broberg* foundered as the result of striking contact mines "on the main trade routes, thirty miles from land" in the North Sea. It is indisputable, therefore, that Germany has been guilty of serious breaches of Convention VIII. of 1907.

Other serious allegations of disregard of international law have also been made against the Germans. The French Government, for instance, has formally protested against the use of dum-dum (explosive or expansive) bullets. The treatment of foreign Ambassadors, Consuls, and even royalty who were in Germany on the outbreak of war also calls for severe condemnation. Indeed it seems that once war was declared, the German military authorities became possessed by a frenzy which led to the throwing aside of the cloak of civilisation. We are well aware that for Germany this is a life or death struggle, and that she is compelled to employ every legitimate artifice for beating off her foes. But a continuance of the conduct which has marked the first few weeks of the war for which she has been so relentlessly preparing will place the German Government outside the pale of civilisation. The civilized world cannot tolerate the existence of a State which in times of peace will incur solemn

obligations which at the moment of the outbreak of war it will repudiate upon the pretext of *Kriegsrecht*. The Kaiser and those who share with him the responsibility for directing the wind for which the German nation will afterwards reap the whirlwind, and if they could, but see it, rendering it absolutely impossible for the war to end otherwise than disastrously for Germany, unless the whole fabric of western civilization is to be modified in accordance with the views of Prussian militarism. In ordinary circumstances the spectacle of a great nation, surrounded by foes, bravely struggling for its existence, would evoke a considerable amount of sympathy, even from those foes. But the German Military authorities (for it is they, not the nation at large, who are responsible for the succession of violations of international law) are pursuing a course which will compel her European neighbours to continue the struggle, at whatever cost in men and money, until the German nation is on its knees, and they can exact terms which will forever preclude the reappearance of such a menace to Western civilization.

REVIEW.

The Alps. By ARNOLD LUNN, M.A. Illustrated.
Central and South America. By Professor W. R. SNYDER. With Maps.
The Renaissance. By E. H. SIEDEL.
Religious Development Between the Old and the New Testaments. By Canon R. H. CHARLES, D.Lit., D.D.
Elizabethan Literature. By J. M. ROBERTSON, M.P. London: Williams & Norgate.

This batch of five volumes contains evidence, if such were needed, of the broad views of the Editors of the Home University Library of Modern Knowledge. Mr. Lunn's book is no more dry as dust treatise, but is written in that happy vein which seems to be developed amongst all mountaineers who take to writing. It is full of interesting stories, mostly connected with famous ascents, and we learn from it that it was the English who transformed mountaineering into a popular sport. Mr. Snyder, who is professor of history in Columbia University, deals with his subject under two parts—South American countries as Spanish and Portuguese colonies, and then as independent republics. Under every phase, history, geography, political and economic development, he discusses their past and future on broad lines, and there is no feature of these interesting countries which is not passed under review.

The great revival in art and letters in the middle ages which is spoken of as "The Renaissance" is dealt with in a most human and interesting manner by Miss Siegel, whose volume should be read in conjunction with Mr. Robertson's. The Elizabethan era might be said to have seen the birth of English literature, and in spite of changed times and altering ideals the giants of Elizabeth's reign will remain preëminent through all time in company with the stalwarts of all time in the history of letters. From the times of the primitive Church down to the last century it was the generally accepted view, except in the case of a few isolated scholars, that the Old Testament was closed in the fifth century B.C., and that in the interval between the fifth century and the New Testament no divine voice had broken the silence, no divine message had been sent to the faithful remnant of Israel, and no development had been achieved by the righteous seekers after God in Palestine. All these positions have now been abandoned by scholars and by the vast body of educated people. So far from the Old Testament being closed in the fifth century, it is now acknowledged, even by the most conservative Old Testament critics, that portions of it, such as Daniel and the Maccabean Psalms, belong to the second century B.C., while progressive scholars are more and more recognising that late elements are to be found in the Old Testament in a far larger degree than had hitherto been surmised. Old Testament criticism has, therefore, narrowed down the so-called "period of silence" to something under two centuries. But recent research has shown that no such period of silence ever existed. In fact, we are now in a position to prove that these two centuries were in many respects centuries of greater spiritual progress than any two that had preceded them in Israel. It is with the material that exists for this deduction that Dr. Charles deals.

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CHIPSING, British str., 1,199, E. W. Ecken, 28th August—Swatow 27th August, General.—Jardine, Matheson & Co.
CROYSING, British str., 1,424, S. Finderson, 1st September—Swatow 27th August, General.—Jardine, Matheson & Co.
DRUPAR, Norwegian str., 1,103, Jensen, 1st September—Bangkok 25th August, Rice.—Chinese.
FUKU MARU, Japanese str., 3,037, Miyaoka, 2nd September—Moji 25th August, Coal.—Mitsui Bussan Kaisha.
HALDIS, Norwegian str., 1,965, J. Jorgensen, 31st August—Java 21st August, General.—Java-China-Japan Lijn.
HANGCHOW, British str., 996, Wake, 30th August—Saigon 25th August, Rice.—Butterfield & Swire.
HEIJUN MARU, Japanese str., 1,567, 1st September—Saigon 25th August, Ballast.—Mitsui Bussan Kaisha.
HELLOS, Norwegian str., 890, Kundson, 31st August—Bangkok 22nd August, Rice.—Order.
HILD, Norwegian str., 720, G. Jensen, 31st August—Bangkok 22nd August, Rice.—Chinese.
HINSANG, British str., 1,855, Kennedy, 25th August—Manila 22nd August, General.—Jardine, Matheson & Co.
HONGKONG, French str., 739, A. Marquette, 28th August—Haiphong 28th August, General.—A. B. Marty.
KIMIN MARU, Japanese str., 2,356, B. Tsuda, 2nd September—Singapore 25th August, General.—Nippon Yusen Kaisha.
KJELD, Norwegian str., 910, Hellesoe, 27th August—Bangkok 18th August, Rice.—Chinese.
KWANGLEE, Chinese str., 1,428, MacArthur, 25th August—Shanghai 26th August, General.—Chinese.
KWANGS, British str., 1,228, G. G. Spinke, 31st August—Saigon 25th August, Rice.—Butterfield & Swire.
LIENSHING, British str., 1,045, Carle, 26th August—Swatow 28th August, General.—Jardine, Matheson & Co.
LINDSEDALE, British str., 2,193, Farfor, 1st September—Durban 31st July, General.—Dodwell & Co.
LUHOU, British str., 1,223, Meathrel, 31st August—Shanghai 29th August, General.—Butterfield & Swire.
LOKANG, British str., 978, D. W. Ritchie, 30th August—Hongay 27th August, Coal.—Jardine, Matheson & Co.
PARA NANG, British str., 1,022, H. Flashman, 25th August—Hohow 23th August, General.—Order.
SAMTRA MARU, Japanese str., 1,162, T. Saitou, 27th August—Manila 30th August, Flour and General.—Osaka Shosen Kaisha.
SEKERRIE, British str., 2,696, J. W. Angers, 28th August—Woojung 22nd August, Coal and General.—Dodwell & Co.
SWANLEY, British str., 2,308, Steele, 27th August—Woojung 22nd August, Coal.—Admiralty.
TAIWAN MARU, Japanese str., 1,145, M. Sawada, 2nd September—Kwang Yen 26th August, Stone.—Shewan, Tomes & Co.
TALITHRUS, British str., 6,522, F. Williams, 1st September—Manila 30th August, General.—Butterfield & Swire.
TELEMACUS, British str., 1,350, Fraser, 28th August—Saigon 24th August, Rice.—Chinese.
TORO MARU, Japanese str., 3,125, O. Hayakawa, 24th August—Dairen 27th August, General.—Mitsui Bussan Kaisha.
WIMBLEDON, British str., 2,436, Cantell, 28th August—Woojung 22nd August, Coal.—Dodwell & Co.

KING EDWARD HOTEL.

Mr. E. Almborg
Mr. J. Anstia
Mr. W. Badger
Mr. J. H. Brister
Mr. F. W. Cox
Mr. F. V.
Mr. G. W. Griffiths
Mr. P. C. J. all
Mr. H. O. Haynor
Mr. H. A. Hoveior
Mr. A. H. J. Jennings
Mr. J. Joseph
Mr. D. W. Kerdorp
Mr. W. W. Kraft
Mr. & Mrs. W. D. Kraft

Mr. & Mrs. C. Lauri
Mr. C. F. Maltley
Miss Massey
Mr. A. J. Mofatash
Mr. P. A. Miller
Mr. H. Murphy
Capt. & Mrs. W. O. Pasmore
Mr. H. K. Roberts
Dr. Sibree
Mr. G. H. Soper
Mr. Thompson
Mr. J. Toner
Mr. J. R. Watson

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	Capt. A. Collyer	About 5th Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOCOTRA Capt. R. P. Stevenson	About 8th Sept.	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vins, R.N.E.	About 9th Sept.	Freight and Passage.
LONDON via USUAL PORTS or CALL	SARDINIA Capt. J. T. Jeffery	Noon, 12th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th September, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI, CHEFOO & TIENTSIN	"LIAN"	On 4th Sept., Noon.
SHANGHAI	"HUICHOW"	On 4th Sept., 4 P.M.
SHANGHAI	"LUCHOW"	On 4th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 6th Sept., 11 P.M.
SHANGHAI	"CHINCHUA"	On 6th Sept., 4 P.M.
SHANGHAI	"KANCHOW"	On 8th Sept., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 9th Sept., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "OHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 4th September, 1914

TELEPHONE 36.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	14th Sept.	On 26th Sept. 10 A.M.
EASTERN	3rd Oct.	On 9th Oct. 10 A.M.
ALDENHAM		On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SATURDAY, 5th Sept., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 8th Sept., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 11th Sept., at 11 A.M.

The s.s. "Haiching" calling at Swatow for Passenger only.

FOR SWATOW AND RETURN.
(Occupying 5 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 6th Sept., at 10 A.M.
		WEDNESDAY, 9th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPEAUX & Co.,
GENERAL MANAGERS.

Hongkong, 4th September, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	15th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
26th Sept.	17th Oct.

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS

Fitted With Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR SEATTLE AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	FRIDAY, 4th Sept., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 16th Sept., at 4 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Pearls.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR FOOCHOW VIA SWATOW AND AMOY.		
"KAJO MARU"	Y. Yamamoto	FRIDAY, 11th Sept., at 2 P.M.

Steamer	Captain	Leaving
FOR TAMSUI VIA SWATOW AND AMOY.		
"DAIJIN MARU"	K. Murakami	SUNDAY, 6th Sept., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 13th Sept., at Noon.

Steamer	Captain	Leaving
FOR ANPING AND TAKAO VIA SWATOW AND AMOY.		
"SOSHU MARU"	X. Hattori	WEDNESDAY, 9th Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer from	Use at	Due at
"ORIENTAL" YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MORE	Oct. 10	Oct. 16
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALJOJA MOOLTAN	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10		Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARGADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	Return
1st Saloon "A"	Accommodation Single £65.	Return £97.
"B"	" " " £59.	" " £89.
2nd Saloon "A"	" " " £44.	" " £66.
"B"	" " " £40.	" " £60.

MARSEILLES

	MARSEILLES	Return
1st Saloon "A"	Accommodation Single £61.	Return £91.
"B"	" " " £55.	" " £83.
2nd Saloon "A"	" " " £42.	" " £63.
"B"	" " " £38.	" " £59.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL EMARK FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'selles	Due at LONDON
NAMUR	about	about	about	about	about	about
NELLORE	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
SIOLIA	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single: £63 Return. 2nd Saloon £33 Single: £48 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	KASHIMA MARU Capt. M. Iagi	20,000	WEDNESDAY, 23rd Sept.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
	AWA MARU Capt. T. Hori	12,500	TUESDAY, 22nd Sept.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tomimaga	12,500	SATURDAY, 5th Sept., at Noon
CALCUTTA via SINGAPORE, PENANG and RANGOON	TANGO MARU Capt. Sekino	9,600	WEDNESDAY, 23rd Sept., at Noon.
	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
BOMBAY via SINGAPORE, PENANG and COLOMBO	RANGOON MARU Capt. Kamekita	12,500	MONDAY, 14th Sept.
SHANGHAI and KOBE	PENANG MARU Capt. Muramatsu	12,500	SATURDAY, 19th Sept.
MOJI and KOBE	JINSEN MARU Capt. Terada	5,000	WEDNESDAY 23rd Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. E. Takoda	9,300	TUESDAY, 22nd Sept., at 5 P.M.
KOBE and YOKOHAMA	KAGA MARU Capt. G. Tabasa	16,000	THURSDAY, 10th Sept.

[Fitted with New System of Wireless Telegraphy. Cargo only.]

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. HUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(8-9-14)

POST OFFICE NOTICE.

All the Homeward Siberian Mails despatched from Hongkong up to and including that of the 18th July have reached London.
The Public will be advised when notice of arrival of the five remaining mails sent to London via Siberia, viz., *Empress of India*, *York*, *Koro*, *Kanchow*, *Paul Leat*, is received.
THE DESPATCH OF THE MAILS TO EUROPE VIA SIBERIA HAS BEEN RESUMED.
ALL CORRESPONDENCE FOR EUROPE UNLESS SPECIALLY SUPERSCRIBED WILL BE SENT VIA SIBERIA.
The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	PER	DATE
Hongkong	Friday, 4th	10.00 A.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C., and Tacoma	Friday, 4th	11.00 A.M.
Sandakan	Friday, 4th	1.00 P.M.
Shanghai and North China	Friday, 4th	1.00 P.M.
*Swatow, Ningpo, *Shanghai and *North China	Friday, 4th	1.00 P.M.
*Chefoo and *Tientsin	Friday, 4th	1.00 P.M.
Shanghai and North China	Friday, 4th	2.00 P.M.
*Wohaiwai, *Chefoo and *Tientsin	Friday, 4th	2.00 P.M.
Japan via Kobe	Friday, 4th	4.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island	Saturday, 5th	10.00 A.M.
Swatow, Amoy and Foochow	Saturday, 5th	11.00 A.M.
Philippine Islands	Saturday, 5th	NOON
Shanghai and North China	Saturday, 5th	4.00 P.M.
(EUROPE VIA SIBERIA)		
[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Thursday, the 10th inst.]		
Swatow	Sunday, 6th	9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Sunday, 6th	9.00 A.M.
Swatow, Amoy and Foochow	Sunday, 6th	9.00 A.M.
*Shanghai and *North China	Sunday, 6th	10.00 A.M.
*Shanghai and *North China	Sunday, 6th	2.00 P.M.
Philippine Islands	Sunday, 6th	2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.)	Tuesday, 8th	2.00 P.M.
(EUROPE VIA SIBERIA)		
[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m. on Monday, the 14th inst.]		
Holow, Pakhoi and Kaitung	Wednesday, 9th	8.00 A.M.
Straits and *Ceylon	Wednesday, 9th	8.00 A.M.
Swatow, Amoy and Formosa via Takao and Anping	Wednesday, 9th	9.00 A.M.
Swatow	Wednesday, 9th	9.00 A.M.
Swatow, Amoy and Foochow	Friday, 11th	9.00 A.M.
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin	Monday, 21st	10.00 A.M.

* Specially superscribed correspondence only.

MOVING LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO REQUISITE IN THE CASE OF SUCH (Postal Guide 118).

Mails for CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.

Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.

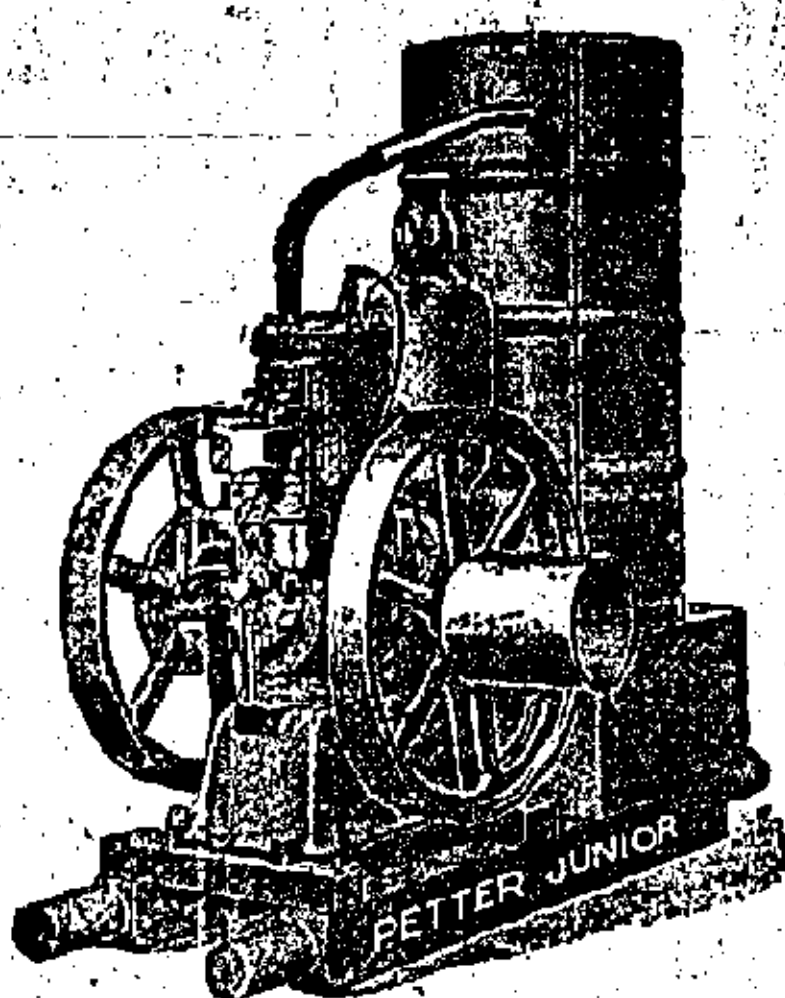
Mails for NANTAU, SANMEI, KONGMOON and KANCHUK are closed on week-days at 4 p.m. On Sundays the mails are closed at 8 a.m.

A Mail for Long Island (Canton Chow) is despatched per steam launch Cheungchow daily at 3 p.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION.—Correspondence can be registered for Mails to Europe, Canada and America, up to an hour before the time of closing. Registered mails to Siam, Japan, Straits, India, Manila and the Coast Ports of China by either of the contract steamers close a quarter of an hour before the ordinary mail.
For Registration late fee by contract Packets, see time of closing above.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUTAROM	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TUTILWONG	JAVA	First half of Sept.	JAPAN	First half of Sept.
TUTIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TUTIMANOEK	SHANGHAI	Second half of Sept.	JAVA	Second half of Sept.
TUTILATJAP	JAPAN	Second half of Sept.	SHANGHAI	First half of Oct.
TUTIKENBANG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TUTIKINI	JAVA	First half of Oct.	JAVA	Second half of Oct.
TUTIMAH	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TUTIPANAS	JAVA			

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 2nd September, 1914.

Telephone No. 1574.

FORTHCOMING EVENTS.

Saturday, 19th Sept.—

Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.

Noon—Royal Aerial Works Manufacturing Co., Ltd., General Meeting at the Office of Messrs. Perry Smith, Seth & Fleming.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914

COMMERCIAL.

CLOSING QUOTATIONS.

September 3rd.

ON LONDON—

Telegraphic Transfer	1/9
Bank Bill, on demand	1/9
Bank Bill, at 30 days' sight	1/9
Bank Bill, at 4 months' sight	1/9
Credit, at 4 months' sight	1/9
Documentary Bill, 4 months' sight	1/9
ON PARIS—	
Bank Bill, on demand	nom.
Credit, at 4 months' sight	nom.
ON GERMANY—	
On demand	nom.
ON NEW YORK—	
Bank Bill, on demand	43
Credit, at 60 days' sight	nom.
ON BOMBAY—	
Telegraphic Transfer	nom.
Bank, on demand	131/4
ON CALCUTTA—	
Telegraphic Transfer	nom.
Bank, on demand	131/4
ON SHANGHAI—	
Bank, at sight	75
Private, 30 days' sight	nom.
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